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BIRTH.
On July 19th, at 8 a.m., to Mr. and Mrs. G. S. Forsyth, a son.

DEATH.
On July 19th, accidentally drowned at Shanghai, JOHN JOSEPH HOUMANN, Engineer, Department, I. M. Customs, aged 31 years.

HONGKONG OFFICE: 10A, DES VERT ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 26TH, 1910.

The future of Korea is exciting no little interest at present. For several months past newspapers throughout the East have been kept, as it were, on the tiptoe of expectancy. Something was about to happen. Shrewd guesses were made that federation was about to be consummated, and though opinion generally accepts this as true doubts are occasionally expressed, not so much because there is any real feeling of uncertainty on the subject at all, but because the definite pronouncement by the Japanese Government has not yet been made. Probably the project has been made known to most of the Chancelleries concerned, and the fact that nothing to the contrary has been heard suggests that if Japan decides on a policy of amalgamation that no obstacles will be placed in her way, provided of course that the commercial treaties between certain Powers and Korea are observed. The appointment of Resident-General TERAGUCHI is believed to have an important bearing on the future of the Peninsula. By some he is regarded as the prospective Governor-General, but whatever office he may hold there seems general agreement that he has been selected with a view to the development of the situation in Korea. China is perhaps the one great exception to the application of the modern principle

that a weak or backward nation cannot be allowed to stand alone. Such a nation is a source of danger, but the greatest objection perhaps is that were she permitted to remain in her stagnant condition she would retard the progress of the world. Korea, which like the sister kingdoms of Japan and China, sought to seclude herself, has now to suffer from an arrested development. Her geographical position made it impossible for her to live to herself, and being unable to maintain a separate existence, it is inevitable that like other small weak nations of the world she should be absorbed by one or other of her stronger neighbours. In the present instance Japan has proved her capacity for the task she has undertaken, and the reforms she has already accomplished in the "hermit kingdom" ought to go a long way towards making her rule acceptable to the Koreans. That there will be difficulties in the way of annexation is only to be expected. A leading Japanese politician, who is opposed to annexation, bases his objection on the increased cost and the unpopularity among Koreans of the proposed amalgamation. He says: "If Japan swallows the peninsula, her expenditure upon Korea must greatly increase; for, firstly, as a result of annexation, every official post from seats in the Cabinet down to petty offices in local provinces will be filled by Japanese, and thus bring Japan an additional burden. Secondly, however much the Korean people may be lacking in patriotic spirit, and however disloyal they may be to the present Korean Imperial House, it can hardly be expected that the country can be subjugated without any protest by the people. There is certain to be some disturbance, and consequently, the military force will be increased to two divisions—at present there is one army division stationed in Korea—and the army expenditure will be increased by ¥10,000,000. Thirdly, as a result of the increase in the number of Japanese officials in the peninsula, Korean officials will lose their positions. It is quite natural that those who are dismissed will be discontented with Japanese policy, and will agitate among their people. This will make it necessary to extend the police force. Fourthly, when the peninsula is annexed, administrative expenditure will be multiplied. Furthermore, in such circumstances, the retention of army divisions in Korea will ultimately bring about army extension at home to make up for the absence of two divisions. The annexation of Korea will thus be more burdensome for Japan from every point of view." The conclusion of Mr. TAKEKOSHI, the politician in question, is that as Britain is content to exercise protection over Egypt so should Japan be satisfied with the status quo in Korea. The suggestion, however, overlooks the fact that Egypt is situated well within British spheres of influence, whereas Korea has been the battle ground of nations. She lies in an area of conflicting interests, and Japanese interests make imperative some definite purpose and policy in the country. That being so, the scheme of annexation contemplated is quite explicable, and though some little time will elapse before the arrangements are completed and the difficulties overcome there seems little doubt but that Korea will become an integral part of the Japanese Empire before very long.

The English Mail of the 25th June was delivered in London on the 23rd inst.

The old-style theatres in Peking have petitioned the Police Department for permission to admit women into their audience.

At the Magistracy yesterday Mr. E. R. Halifax sentenced a native to fourteen days imprisonment for stealing a quantity of cotton yarn from the Kowloon Godown.

Major E. A. W. Courtney, Army Service Corps, Deputy Assistant-Director of Supplies and Transport, Eastern Command, has been ordered to hold himself in readiness to embark for Hongkong.

Three Chinese, a man and two women, appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of kidnapping, and the women were further charged with harbouring and receiving a kidnapped child. The hearing was adjourned.

The return of visitors to the City Hall Library and Museum for the week ending the 24th July, 1910, shows that of non-Chinese there were 367 to the Library and 149 to the Museum, and of Chinese 168 to the former and 1,935 to the latter. The Library was, therefore, used by 535 persons and the Museum by 2,134.

It is stated in one of the local Chinese papers that, owing to the fact that an attempt was made by a miscreant on the life of H. I. H. Prince Taisi Hsun when he passed through Harbin on his way back from Europe last winter, special precautions will be taken to prevent the possibility of any such recurrence on the approaching return of H. I. H. Prince Taisi Tao, who is expected to pass through Manchuria about the end of this month.

The *ss. Taming* came out of Takoo Dock yesterday morning.

Only one case of plague was reported in the Colony last week, but another notified yesterday brought the total to twenty and nineteen deaths.

Through the courtesy of the American Consulate General we yesterday received the following typhoon warning despatched from Manila, P. I., 4 p.m.: Cyclone or typhoon in Pacific Ocean about half way between Malacca Islands and the Loochoo Islands, moving W. N. W.

It is interesting to note that the business done by the China Mutual Life Insurance Company during the past year has shown a remarkable increase, as will be seen from the figures appearing in our advertising columns. An innovation of interest to Hongkong is the formation of a local advisory board consisting of Sir Paul Chater, Mr. T. F. Hongh and Mr. C. J. Lafreniz. This should inspire the local community with even greater confidence in this company.

VICE-ADMIRAL SIR ALFRED WINSTON.

The following is the purport of the memorial address delivered by Vice-Admiral Sir Alfred L. Winston in front of the Charnel Shrine on Monument Hill, Port Arthur, and in the presence of Vice-Admiral Baron Tomioka, Lieut.-Gen. Oshigami, Civil Governor Shimizu, Maj.-Gen. Hoshino and others, on Friday, 7th July:

"Since our arrival on Sunday last we have seen the battlefields surrounding Port Arthur, on which our Allies fought and so gloriously won the battles which culminated in the taking of this Fortress. We ask leave to place on the tomb of those who fell so gloriously fighting for their country this token of our profound admiration. We have stood on the hills, up which they fought their way to victory and it is with feelings of the deepest respect for their valour that we pay them this act of homage."

THE MONEY MARKET.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bullion circular dated July 1st:

"The special influence on silver of a possible increase in the output of gold from recent discoveries in British Columbia appears likely to be slight, for it is difficult to see how the movement toward a gold standard in China, the only important country still on a silver basis, can be helped by increased supplies of the latter metal, inasmuch as the hindrances are of a purely internal and bureaucratic character, and the convenience of silver for small change, will always create a demand for its use irrespective of the production of gold. The extent to which the future of silver has been discounted is indicated by the still languid tone of the market. Prices have been fairly well maintained, and the Indian market furnished day by day the useful support, assisted by some bar covering on China account; but there is no grip, although Indian prospects seem bright. This week a heavy large shipment to Bombay, 32½-lakh amount of free spot supplies, again carried cash silver to a premium of ½d. above forward on the 29th and also to-day."

LARGEST BATTLESHIP.

A battleship which will be completely eclipsed the Dreadnought as the Dreadnought eclipsed the earlier fighting ships is to be laid down forthwith by Sir William Armstrong, Whitworth, & Company for the Chilean Government. This vessel will be by far the largest and most powerful battleship yet begun in the world. She will displace 32,000 tons, as compared with the 27,000 tons of the Argentine battleship and the 22,000 tons of the British Orion class. She will cost about three millions sterling, and will carry guns firing nearly as heavy shells as the old 16-ton weapon of thirty years ago, but with far greater range and penetrating power. She will have a speed as great as or greater than that of any existing battleship.

Two battleships of 32,000 tons, each armed with ten 14-in. guns, are projected for the United States Navy, and Japan is understood to be preparing to lay down two similar vessels. But the Chilean battleship will be the first of these monster armoured vessels to appear on the stocks and the first to be completed for sea.

LATEST STEAMER MOVEMENTS

The I.G.M. str. *Lutetia* left Shanghai via Foochow on the 23rd instant at 11 p.m., and may be expected here to-morrow at 9 p.m.

The H.-A. Linie str. *Mecklenburg* left Tientsin on the 23rd inst. p.m., and may be expected here on the 28th instant a.m.

The British str. *Baron Ogilvy* left Moji on the 23rd instant for this port, and is due to arrive here on or about the 25th inst.

The M.M. str. *Australon*, with the French Mail of the 3rd inst., and mails from London of the 2nd inst., left Singapore on the 24th inst. at 6 p.m., and is expected to arrive here on the 28th inst. at daylight.

The C.P.R. Co.'s str. *Empress of India* arrived at Kobe at 5.30 p.m. on the 22nd inst., and left again noon on 23rd instant for Yokohama, where she is due to arrive at 1 p.m. on the 24th instant.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 12.05 p.m.—The barometer has risen slightly over N. China and Japan, and fallen a little over the Loochoos.

The depression over the Pacific to the Southward of the Bonins appears to be almost stationary.

Pressure remains high over N.E. Japan. It is relatively low over N. China.

Light variable winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood W. or variable winds, light; fine.

Formosa Channel S. or variable winds, light.

South coast of China between Hongkong and Lamocka Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

TELEGRAMS.

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[FROM THE "CHUNG NGOI SAN PO."]

FINANCIAL CRISIS AT SHANGHAI.

EIGHT BANKS' FAIL.

SHANGHAI, July 25th.
Eight Chinese banks, involving a sum of ten million taels, have failed. The largest of these is the Ching Yuen Ku Bank, whose manager has been arrested and committed to prison. He will be brought before the Mixed Court for trial.

RUSSIA AND MONGOLIA.

SHANGHAI, July 25th.
The Russian Government insists upon establishing a Russian Consulate in Mongolia.

[“DAILY PRESS” EXCLUSIVE SERVICE.]

OBITUARY.

TOKYO, July 25th.
Baron Danathan is dead.

PASSENGER STEAMER ASHORE.

TOKYO, July 25th.
The Osaka Shosen-Kaisha steamer "Tetsu-Maru" grounded during fog on the Korean coast near Mokpo. The crew and passengers number 200.

Conflicting reports have been received as to a panic on board. The British Consul at Osaka, Mr. Cunningham, is a passenger. One report states that all have been saved.

It is believed that most of the crew reached the shore.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

THE BATTLE OF ARMAMENTS.

LONDON, July 24th.
The Berlin "Vorwaerts" in announcing that the German Government will introduce another Navy Bill in 1912 after the Reichstag elections, urges that a great agitation should be raised to induce the Government to adopt an alternative policy based on an understanding with Great Britain.

DISASTER IN ITALY.

LONDON, July 24th.
A hurricane in Milan and district has exacted a heavy toll of life. Fifty persons have been killed and hundreds have been injured.

TERRORS OF THE AIR.

LONDON, July 24th.
Reuter's correspondent at New York telegraphs that officers of the Army and Navy, in reporting on experiments with the Curtiss aeroplane dropping bombs at a target representing a battleship, declare that no firm in existence could cope with expected aerial torpedoers.

KEY AND THE TRIPLICE.

LONDON, July 25th.
The forthcoming visit of the Grand Duke to Austria has evoked considerable speculation in the Austro-German press on the possibility of a rapprochement between Turkey and the Triple Alliance as an off-set to the Russo-Japan Agreement.

Turkish newspapers emphasise the necessity of Turkey remaining neutral and perfecting her internal organisation.

BIG DEFALCATIONS.

LONDON, July 25th.
The Fidelity and Trust Company, Louisville, Kentucky, announces a loss of £228,000 as the result of defalcations.

MR. TAFT INDISPOSED.

LONDON, July 25th.
Mr. Taft has sprained his ankle while golfing.

[FROM THE "N.C. DAILY NEWS."]

RAILWAY ACCIDENT IN IRELAND.

LONDON, July 26th.
An excursion train became disconnected from the engine at Roscrea Station, Ireland, and ran back for five miles when it dashed into a passenger train coming from Birr. Over a hundred persons were injured. [Roscrea is a junction in County Tipperary and Birr is the terminus of a branch line running north from Roscrea.]

POETRY DINNER.

400 GUESTS "IN CHARACTER."

Thanks to a happy notion and much organising on the part of the Baroness de Beronch an unprecedented scene was likely to be witnessed at the King's Hall, Holborn Restaurant, on July 12th.

Another "poetry dinner" is being arranged under the auspices of the Poetry Society, but this time it is not heirs to the poets' names, but the creations of the poets' fancy who will sit around the laden board.

In short it will be essential—in the words of the Baroness de Beronch's decree—that "guests (unless in uniform) shall appear in costumes representing a character in a poem or play, and should model their dress on the description of the character in the poem or play."

This idea appears to have been taken up with enthusiasm by all sorts of distinguished people. In a chat with the Baroness de Beronch a *Daily Chronicle* representative was given to understand that there will be the greatest difficulty in keeping the number down to 400—the limit of those who may be hidden to the feast.

"By every post," she said, "we're receiving applications, and it will be night-and-day work from now, arranging who is to be who, and the rest of it. I want the thing to be a really beautiful and delightful affair—no vulgar orgies. So we have decided to allow nothing to be done in a haphazard way, and we're ensuring against duplicates by arranging groups beforehand."

"Thus each great poet—for we are not going to group to himself, with a marshal, dressed in some cases to represent the actual poet."

"We have already several groups in rehearsal, as you might say. Mr. Julian Gede, who will dine as Byron, is collecting a Byron group—Manfred, Don Juan, 'Maid of Athens,' and so on."

"Countess Eleanor Murray is busily engaged over a Tennyson group—a feature of which will be the 'Dram of Fair Women'—including Cleopatra, Rosamund, and Jephthah's daughter. Miss Elsie Maclean, by the way, who will be Jephthah's daughter, is to give a cymbal dance during the evening."

"One particularly pretty group should be Thomson's Seasons, in which the Marquis de Buvigny is taking a special interest. Winter will be represented by a snow man, and spring by a little boy, a young Pan with his flute."

"Then there will be a gay crowd of Canterbury Pilgrims to represent Chaucer, and the characters from the first book of the 'Odyssey' will be led by the blind Homer himself (Rev. J. P. Rowbotham), led in by Calliope."

"Although apart from Homer—all the poets will be English; the characters will not all be so. In the Matthew Arnold group, Sorab—of the 'Sorab and Rastum' poem—will be impersonated by Mr. Richard Sorabye, who is an actual descendant of the original Sorab, and all the characters will be enacted by Parses gentlemen, as representing their ancient Persian ancestors."

"The characters will not all be serious ones, and we are going to stretch a point by admitting an 'Engledey Le ends' group, in which the 'Juckwad of Rheims' will come in perched in his book." The Pied Piper in the Browning group will be also more or less a humorous figure.

"What are we going to do about Shakespeare? Well, he is, of course, a tremendous difficulty, as nearly everybody begins by wanting to be a Shakespearean character, and if we let people have their own way he would soon eat every other poet from the room."

"The truth is that we are keeping Shakespeare as some extent for those well-known actors and actresses who are able to join us, and who, after all, are the rightful heirs of his greatness. I have reason to hope that Sir Herbert Tree himself may be free to take his place at the head of the Shakespeare galaxy—whether as Hamlet or Falstaff, or even Cardinal Wolsey, remains to be seen."

"As you say, there is something terribly Philistine about all these creatures of fancy sitting down to feast. I would miss out the dinner altogether, but you have to remember that the world is chiefly made up of Philistines, and if you want to get them interested in poetry or anything else you have to feed them first."

"In any case the dinner will be a short one, and I am very firm about this—that there shall be no speeches. The various groups will sort themselves in the dressing-rooms round the gallery, and will 'process' to their places. They will then—as Homer puts it—the loyal hosts will be formally honoured, and then there will be another procession round the hall for the benefit of the onlookers, who will by that time have arrived in the gallery."

"After this the groups will break up, and there will be a very short and appropriate entertainment of recitations, songs, and dances, including a song from the famous Maori chief Haurua, who is by special request to be an honoured guest."

"As hostesses," added the Baroness modestly, "and for no other reason, I assure you, I am asked to dress up as Poetry, in a white robe and bay garland."

SUPREME COURT.

Monday, July 25th.

IN ORIGINAL JURISDICTION.
BEFORE HIS HONOUR SIR FRANCIS FICCOFF (CHIEF JUSTICE).

A PROPERTY DISPUTE.

An argument on a point of law arose in the action of Kwok A. Yan v. Kwok Sui Chi and Crowther Smith in which the plaintiff claimed a declaration that she was entitled to 40/55ths of the property known as numbers 8 and 10, Lok King Lane, situate on section L of Inland Lot 50; an account of the same profits in respect thereof; a receiver; and costs. His Lordship entered judgment in the action for the plaintiff and second defendant, but called for further argument in consequence of it being pointed out to him that the *lis pendens* was registered before the last advance.

Mr. M. W. Slade, K.C., instructed by Mr. P. W. Goldring, (of Messrs Goldring, Barlow & Morrell). Appeared for the plaintiff, and Mr. Eldon Potter, instructed by Mr. George Hastings (of Messrs. Hastings & Hastings), represented the second defendant.

Mr. Potter—I take it your Lordship wishes to hear further argument on the question of the last advance in consequence of the *lis pendens*?

His Lordship—Yes. It was pointed out to me that the *lis pendens* was registered before the last advance.

Mr. Potter—Yes, and I take it that the only point here is whether the last advance takes priority to the plaintiff's claim or not.

His Lordship—Are you appearing, Mr. Slade?

Mr. Slade—On this point, which is rather a difficult question of law, I have been instructed to appear to try to save this little bit out of the wreck.

Mr. Potter—The effect of this rehearing seems to be this: that the plaintiff is in a position to retain my friend on one portion of the case, and on one portion alone. It is rather a hardship in one sense.

His Lordship—It is only a point of law, so it cannot be a hardship.

Mr. Slade—The plaintiff previously appeared in person, but she does not feel herself capable of arguing a point of law.

Mr. Potter—Before we go into this question of law I wish to raise the point as to the jurisdiction of the Court to rehear this point at all. We are quite ready to go into the merits and the law, but I feel in the interests of my client that I ought to raise this point.

His Lordship—It arises in this way: I knew nothing about this question of subsequent loans, as they were only hinted at then, but the Registrar has pointed out to me that the *lis pendens* was registered before the last advance. Therefore it is inevitable that I should hear the point.

Mr. Potter—I should have called your Lordship's attention to this point if you had heard me further.

His Lordship—I did not know that the point would occur, but as I intimated I wanted to hear further argument, and I think it should be heard.

Mr. Potter—I feel that I ought to raise the point, as it is one of considerable importance, and in the interest of my client I cannot waive any point I may successfully argue in his favour. It is not clear from the authorities that a judgment when pronounced is a final and binding judgment.

His Lordship—I know a case in which a judge went into Court two days after giving judgment in Chambers, and said he was very sorry, but he was ill when he gave judgment, but the whole thing would have to be re-argued.

Mr. Potter—That is different from a judgment in Court.

His Lordship—An order in Chambers is the same as a judgment in Court.

Mr. Potter—An order in Chambers has not the same distinction as a judgment in open Court. The question is, once a judgment has been pronounced in Court, has a judge power to rehear the case and constitute himself, in one sense, a Court of Appeal?

His Lordship—I have not any doubt about it myself. In some cases special power is given to a judge to withdraw his judgment within 48 hours.

Mr. Potter, after briefly outlining the facts in the case, stated that the plaintiff was in possession of a document amounting to a deed of trust, which she could have registered in the Land Office against the property, and that would have given the plaintiff a direct charge on the property.

His Lordship—There is no duty to register it. Your first point is that there is a *lis pendens* registered, and we want to see what the effect of that is on subsequent matters.

Mr. Potter—There are other points connected with the *lis pendens* which will necessitate me giving evidence. One point is, the time from which a *lis pendens* takes effect. A *lis pendens* gives no lien on the property. It is not better than an action itself, and therefore any defence which is good to the action is an answer to a *lis pendens*.

His Lordship—I am not sure.

Mr. Potter—That must follow from the principle, which is clear, that a *lis pendens* gives no claim or lien on the property. In this case, no matter how much a *lis pendens* was registered, it could not take priority to the last advance.

After hearing further argument his Lordship reserved his decision.

WAITED 60 YEARS TO MARRY.

A remarkable story of filial devotion and lover's constancy is reported from Braila, where Maria Iagay, aged eighty, was on June 24th married to her fiancé, Joseph Stolesco, aged eighty-five, to whom she had been engaged for nearly sixty years.

As a girl of twenty Maria had consented to marry Stolesco, but her father having opposed the match she had agreed that she would never marry as long as he lived. The father died last week at the age of 113, and yesterday the devoted lover was married.

The ceremony was performed by the Bishop of Braila, who, held up the newly married couple as an example to all young lovers.

SHIPPING NOTES.

Another foreign vessel has, during the past few days, been transferred to the Japanese flag. The N. D. L. *Singara*, 1,754 tons gross, has been sold by Messrs. A. Drowell & Co., of Kobe to Mr. T. Hachinuma, of Nishinomiya.

The Emperor William launched with Herr Albert Ballin, Director-General of the Hamburg-American Steamship Line and the Marine Construction Company at Hamburg, on June 22nd, when His Majesty had explained to him the plans of the new steamer which the company has decided to build immediately. This will be the largest steamer in the world, having a length between perpendiculars of 876 feet and a breadth of 85 feet. From keel to upper deck the vessel will measure 67 feet. She will have a speed of 22 knots and will be twice the tonnage of the *Kaiserin Augusta Victoria*. The Emperor presented to Herr Ballin a bronze bust of himself.

The Tokyo *Asahi* says now that the new Russo-Japanese Agreement has been concluded. Port Arthur should be converted into a purely commercial port. The signing of the new Agreement, coupled with the opening of Port Arthur to foreign trade, has given the world an assurance that Japan has no aggressive designs on the Asiatic Continent. In the opinion of the Tokyo journal, Japan possesses at Chinkai Bay a naval port in Korea which is far superior to Port Arthur, and for this reason the Tokyo paper is greatly satisfied that Port Arthur has already been partially opened to international trade. The *Asahi* urges that as the entrance to the eastern harbour is too narrow for commercial purposes, the Japanese authorities should cut a canal to the western harbour with a view to transferring the trade now done at Dairen to Port Arthur. It is more than probable that the South Manchurian Railway Company will be commissioned to undertake various works necessary to render Port Arthur a commercial port. In the event of the Company not being able to push forward the work, it would be well, the journal thinks, for it to seek the assistance of some American financiers.

With the news that the Mersey Dock and Harbour Board have decided to commence the construction of a huge dock comes the important announcement that the Cunard Company propose to build liners of 60,000 tons each. The new dock will be large enough to accommodate these vessels. The quay berths will be suitable for liners 1,000 ft. in length, and there will be deep-water entrances so as to avoid delay in docking. The work, which will be carried out by contract, will be commenced in a few weeks and is expected to be finished in three years. The enormous advance in size which the new ships will show is indicated by the following figures of some of the largest vessels now afloat or building:

Lusitania (Cunard)	31,550
Mauretania (Cunard)	31,338
Olympic (White Star)	45,000
Titanic (White Star)	45,000

The Hamburg-American Line have arranged for the building of a vessel which will be larger than the *Olympic* and *Titanic*.

Two new liners now being built by the P. and O. Company for its Australian mail service will be the largest which have ever sailed under its flag. The *Malaya* and the *Medina*, as they are to be named, will be of 12,500 tons gross, or 1,500 tons bigger than their immediate predecessors of the "M" class. Each will be 550 ft. in length, with a breadth of 62 ft. 6 in. and will offer accommodation for 462 first and 216 second saloon passengers. These twin-screw vessels will be propelled by quadruple-expansion engines developing 15,000 horse-power, and will have a speed of just under nineteen knots. The *Malaya*, which is being built at Belfast, will, it is expected, be ready for launching in January. The *Medina* is being built at Greenock. These two steamships will be among the largest passenger liners sailing out of the Port of London, and will constitute a notable addition to the already fine fleet which links up the metropolis with the Commonwealth by way of the Suez Canal. Some little time back it was announced that the P. and O. Company had acquired the Lund Line, whose steamers run between London and Australian ports by way of the Cape. It was naturally expected that considerable development would ensue. It is now intimated that the P. and O. Company have invited tenders for two new steamers of a special type for this Cape-Australian trade, and that it is anticipated that their construction will be entered upon at an early date. It may be inferred that, while these boats will not be of the dimensions of the two new mail steamers, they will be of large size, and will mark a substantial advance in other respects. On their Cape route to Australia the P. and O. Company carry third-class passengers in addition to saloon voyagers. It is a growing traffic, which is likely to receive special attention in view of the attractions which the Commonwealth is nowadays so successfully offering the emigrants of a superior type.

Sir John Ellerman, who has taken steps to acquire a controlling interest in the Shaw, Savill, and Albion Line, has within recent years attained a position of considerable prominence in the shipping world. He was chairman of the Leyland Line, and when it was taken over by the North Atlantic Combine, purchased their Mediterranean business. The Ellerman Lines (Ltd.), formed in 1901-2, also took over the famous City Line, founded in Glasgow in 1839 by Messrs. George Smith & Sons. The passenger service by the City Line to India has since grown to a high degree of efficiency. The Hall Line, another old established organisation, also came into the Ellerman combination, as did the fleets of Messrs. Papananni & Co. and

Messrs. Westcott & Laurence. A couple of years ago the Ellerman Lines owned 300,000 tons of shipping. Since then the Backnall Steamship Lines have come under Sir John Ellerman's control. By its agreement with the North Atlantic Combine, the Ellerman Lines (Ltd.) is precluded from engaging in North Atlantic and Continental trade until the year 1915. Its present operations, however, take it to almost every other part of the globe, and new, apparently, its energies are to be directed to New Zealand, both as regards passenger and cargo traffic. Altogether, if the proposed "deal" with the Shaw, Savill Company is carried through, Sir John Ellerman will have the direction of not less than 500,000 tons of shipping. Of the Shaw, Savill Company it may be stated that its steamers are the lineal descendants of the London sailing ships of Messrs. Shaw, Savill, & Co., and the Glasgow sailing ships of Messrs. Patrick Henderson & Co., which were in the New Zealand trade more than half a century ago. The fortunes of the two concerns were amalgamated in a series of steamer lines in 1883. The association of the White Star Line with the Shaw, Savill enterprise is one of considerable standing, and gives a certain measure of primacy to Sir John Ellerman's latest project.

The ups and downs of shipping enterprises receive a signal illustration in the case of the Pacific Steam Navigation Company, to be absorbed in October next by the Royal Mail Steam Packet Company. It appears that the Pacific Company, although always regarded as a Liverpool enterprise, was really founded in London in the year 1840, with a London directorate. An old shareholder, Mr. John Temple, avers that its small capital was very nearly lost in four years. A new board was formed, and some Liverpool men being upon it, and the large number of shareholders being in Liverpool, the headquarters were transferred there in 1846. There they have remained ever since. The company was at its zenith towards the end of the 'sixties, and so much money did it make that the shares went to over 40 premium. Mr. Temple confesses to still holding a few at this price. Early in the 'seventies, according to the same authority, there came trouble. The company overbuilt itself, in the belief that the whole world was made for it. A committee was appointed, and eventually the enterprise came round—so much so that half its capital was presently returned to the shareholders. In the last twenty years its distributions have averaged about 4½ per cent., so that the offer of par value for the shares by the Royal Mail Company is naturally regarded as acceptable. Mr. Temple recalls the period when the Pacific Company's vessels, with their clipper stems, were the handiest vessels coming into Liverpool. These days have, of course, long gone. Straight stems have been the fashion for a good while past. Mr. Temple's résumé of the history of the company is interesting as suggesting that seventy years' work for the extension of British trade has not in this case been over-rewarded.

CHINA'S AWAKENING.

AN INTERVIEW WITH SIR ROBERT E. BREDON.

Sir Robert Edward Bredon, who has returned to London after an absence of twelve years in China, Inspector-General of Chinese Customs, has been talking to a representative of the *Daily News* on the subject of the awakening of China to Western ideals. In the course of it, he said:

From reports which have come to me, I am of opinion that all the provinces are making an honest effort to control the production of opium, with a view to its diminution and ultimate extinction. Some provinces are doing this more vigorously than others. This is due, possibly, to two causes: First, the enthusiasm of officials in the anti-opium cause, and, secondly, their difficulty in adjusting the financial arrangements of their provinces and the condition of the people in those districts where opium is the large and, in fact, almost the exclusive crop. It must be remembered that opium is the most valuable product commercially that can be grown on suitable land, and to stop its production suddenly, before it has been decided how this agricultural product is to meet his needs by the planting of another—and what other?—product, is still an open question. Not long ago a Chinaman put the case to me in these words: "We have got a great deal of moral kudos for an anti-opium policy, but the embarrassment which it is causing us is by no means unreal." The Government of India has now an officer investigating the question of opium suppression in China. Sir Alexander Hume, who may be expected in time to present a most interesting report.

"Do you find that there is a growing desire to become possessed of Western knowledge?" I asked. "Yes. The demand for schools is increasing in every way. It is an interesting fact which I gathered only a few days before my departure from Peking, that the Chinese are beginning to realise that the old-fashioned system, which simply meant committing by heart the memorabilia of history, is being gradually replaced by a more liberal and wide curriculum. Many high officials are maintaining the schools at their own expense. I know the case of one lady who has at least fifty Chinese and Mongol girls in her private school, all being educated and partly fed at her expense. At the same time, the educational system is somewhat crude, and the teaching perhaps unsystematic, but a beginning has been made. The demand is growing, and no doubt in time an adequate supply of teachers and literature to meet that demand will be found."

BIG RUBBER DIVIDENDS.

The Selangor Rubber Company has made an excellent beginning in the way of distributions for its current financial year, the first interim dividend announced for that period being 1s. 6d. per share, or 75 per cent., as against 6d. a share twelve months ago. This, as will be seen, is a very substantial improvement, and should the subsequent distributions on account of this year follow the same ascending order as in 1909, when the last dividend paid was 1s. 3d. and 3s. 3d., making an aggregate of 5s. 9d. per share or 284 per cent. for the whole twelve months, shareholders will be able to congratulate themselves on being the proprietors of a highly profitable rubber enterprise. The Ceylon Rubber Estates has also done exceedingly well for its shareholders during the past year, the final dividend of 60 per cent. making a total distribution for the period of 135 per cent. on the ordinary shares, as compared with 50 per cent. for the preceding year. Proprietors of companies like the Ceylon and the Selangor have abundant reason to be satisfied with their lot.

RUSHING TO DISASTER.

IMPRESSIONS OF THE WRECKED AIRSHIP'S PASSENGERS.

The Berlin correspondent of the *London Express*, writing on June 29th, remarked: "The wreckage of the aerial train *Deutschland* still lies in the trees in the same spot in Teutoburg Forest where the disaster took place. Early this morning 150 workmen began the task of recovering what there is to be saved, taking such parts as are intact and packing them for conveyance to Friedrichshafen, where a new airship will be constructed with the least possible delay. The greater part of the motors will be available when repaired for *Deutschland II*. Many other parts of the airship can be utilised for other purposes."

The total value of the *Deutschland* is £20,000, and the material recovered from the wreck will be worth approximately £40,000. Troops arrived last night and guarded the wreckage, while thousands of peasants from the surrounding villages gazed at the strange picture of desolation. The work of taking the remnants to pieces and sorting and packing them will last till the end of the week, and the construction of a new *Deutschland*, which the Zeppelin Airship Company has already ordered by telegram from the Zeppelin Airship Construction Company, will require fully three months. *Deutschland II* may be expected to be launched into the air some time during October.

Unfortunately, the earlier reports that no one was seriously injured in yesterday's disaster prove to be incorrect. Chantour Hohenstein, who had landed the motor in the after car, jumped from the airship at a great height, and he landed with such force that he considered it better to spring overboard than to await what looked like certain destruction by violent contact with the ground—fell among the trees whose branches broke under the force of the drop, and by unconscious three hours before his body was found lying near the wreck.

In the general confusion Hohenstein's mad leap and fall had passed unnoticed, and he had not been missed until, when first examined, no serious injury was visible, but it was subsequently found that he had sustained grave internal injuries. He now lies in a dangerous condition in Osnabrück Hospital.

Hohenstein's terror becomes comprehensible, when it is remembered that the *Deutschland* fell headlong from an altitude of over 4,000 feet to 20 feet when the downward plunge stopped and saved the motor in the after car, which was the only part of the airship that escaped the crash. During this downward leap the airship's prow pointed upwards, and the whole vessel was inclined at such an angle that at moments her whole length, nearly 500 feet, was almost in a perpendicular position, so much so that scientific instruments lying in the fore car fell overboard. Herr Arndt, the *Tagblatt's* special commissioner on board the *Deutschland*, gives the following description of the fall:

"Suddenly from a great height among dense clouds we fell and fell, and still we fell. First we caught sight of the ground which had been hidden for two hours, then objects on the earth seemed to be rushing with the speed of an express train towards us. Things which were hardly distinguishable one moment became alarmingly clear within a few seconds. All of us realised our danger. We were falling to the ground like a stone."

"Many of us lost all hope. We judged that our fate was sealed and that our doom was certain. The airship shot downwards as though on a steep inclined plane. Just when the last crash appeared to be coming the airship steadied herself, the falling was checked, but this continued to sink at a rate greater than was comforting to us. Then came a terrific crash. A great tree trunk had caught us and held us fast. It saved our lives. Without it we should have fallen right to the ground to our destruction."

4,000 FEET FALL.

Herr Max Reimer, who was aboard for the *Berliner Zeitung*, writes: "Now we were falling there was a deathlike stillness in our saloon car. On each face could be read the question, 'What will the next few seconds bring?' The looks of horror on the faces of the crew revealed to us the extreme peril of our situation."

For the last 2,000 feet we did not merely fall, we rushed downwards. All eyes were fixed on the green forest which looked as if it were rushing upwards to drop on our heads and crush us. We estimated our decreasing distance from the ground—a hundred feet, sixty feet, thirty feet, and then the crash."

One of the most thrilling incidents of the voyage was a call made to the persons in the passengers' saloon car for three volunteers willing to create the narrowest aluminium bridge connecting the fore car with the saloon car, and to lie as close as possible to the fore car so that the airship should be more heavily weighted forwards, whereby Commander Duerer hoped to check the tendency to drive upwards which preceded the vessel's fall.

Three courageous men, braving the hurricane, crept along the ledge, with nothing between them and the drop to death but a thin aluminium rod, which shook and quivered in the form. They lay down one behind the other in an extremely dangerous position to restore the airship's balance.

There were humorous incidents, too. For instance, when the *Deutschland* had crashed into the trees in the Teutoburg Forest, Commander Duerer left his post in the fore car, and, entering the saloon car, proceeded to expound to the passengers the reasons why, in his opinion, the accident did not involve the failure of the Zeppelin type of airships, as though that problem were the subject which interested the men just rescued from a horrible death.

PASSENGERS AS BALLAST.

Herr Colmann, director of the Zeppelin Construction Company, who took over the command from Herr Duerer after the wreck occurred, took a quaint view of the value of his human cargo when he requested them to remain aboard as ballast while he took measures for saving the valuable machinery in both cars. He feared that if all aboard suddenly left the airship it might be carried aloft again by the violent wind, and consequently many costly parts of the mechanism might be lost. He thought in his zeal for the ship that the men on board had better run this risk than chance the loss of such valuable parts.

Herr Colmann to-day issued the following statement: "The most striking feature of yesterday's events was not the unsuccessful landing but the fact that the airship weathered the storm so many hours. No airship of any other type could have ascended at all in yesterday's gale."

We have proved we have created an airship capable of facing a storm of abnormal violence. We have demonstrated the wonderful sailing qualities of the Zeppelin airships. Briefly, we have solved the problem of aerial navigation with complete success. The problem of landing in bad weather remains to be solved, but we shall learn from experience, and that, too, will be solved in time. We are not discouraged. Our faith is unshaken. We shall go on working till we can land as well as sail in any weather."

ACROSS CHINA AND TURKISTAN.

(FROM THE "TIMES" PEKING CORRESPONDENT.)

KULJIA, May 27th.

More than 20 years ago Colonel Mark Bell, who had recently made a remarkable reconnaissance journey from Peking to Kashgar, characterised the distant Chinese bases of Tarbagatay, Kuljia, and Kashgar in the absence of good communications as "discovered limbs of China," and he contrasted the strength given to the Russian Empire by her Cossack military frontier settlements with the weakness of the Chinese frontier settlements and the perpetual danger to the Chinese Empire arising from that weakness. What he wrote is true to this day. China is awakening to a sense of the importance of these distant settlements, but so far her efforts to improve them have been confined to the creation of a local branch of the regular army and to the establishment of elementary schools and police; she has done nothing to improve the communications, nothing to link up by railway or even by metalled road these distant portions of her Empire.

THE RUSSIAN OCCUPATION OF KULJIA.

Kuljia, from where I am writing to you, was from 1871 to 1882 the most advanced Russian outpost in Central Asia. It can at any moment become so again. Its recovery by China by the threat of war was one of the most amazing instances of successful bluff in modern history. No such bluff could be successfully attempted a second time. The Powers are now too well informed of the true military strength of Western China. It is amazing now to read the propositions that Russia in 1881 deemed necessary to enter upon a campaign against China, and attempting to read the fears expressed by General Kaufmann as to the issue of a struggle with the redoubtable General Tso Tsung-tang, the Chinese general who had commanded the army of extermination which marched across Western China through a country defended only or mainly by unarmed villagers. He has been the theme of such extravagant praise. "The history of the advance of the Tsung-tang's 'Agricultural Army,'" says Wells Williams, "would, if thoroughly known, constitute one of the most remarkable achievements in the annals of any modern country."

As a matter of fact the more it is known the more ground appears the power lavished upon the achievement. Ever more that in 1871 Kuljia is at the mercy of Russia. In the Boxer year, 1900, it was virtually re-occupied by the 500 troops of all arms despatched from the Russian frontier to strengthen the Comulga guard. The region is practically un-defended and it must continue to remain derelict until China connects it by railway with her Empire. The nearest point on the Chinese railways is 2,320 miles distant by road from Peking. It is the only point on the Chinese railway system which will be extended right up to the frontier, which is one day's march from the Chinese headquarters.

THE JOURNEY FROM URUMCHI.

From Urumchi, the capital city of the New Dominion, to Kuljia is a distance of 582 miles. The road is available for cart traffic throughout the year subject, however, to long delays in the summer, when the labyrinthine rivers flowing down from the Tien Shan, none of which are bridged, are swollen by the melting of the snows. The road passes generally through a fertile, well-cultivated country, occasionally through long stretches of deep sand. For some distance it passes by the Sairan Nos at the base of the wooded mountains, and descends by the Tuli pass through country as beautiful as Switzerland into the basin of the Ili. Rather more than 100 miles from the capital is the famous of the rice fields, the vineyards, and its orchards. Continuing along the main road a further distance of 113 miles and the town of Hai Hsi is reached. Here the main road bifurcates, one branch going north-west to Tarbagatay (called Tughuchay by the Russians) and continuing to Ili. At the village of Tachoven, midway between Hai Hsi and Kuljia, there is another road, not available for carts, which from the main road runs over the mountains direct to Tarbagatay. Whoever holds Hai Hsi holds all the roads to Tarbagatay and Kuljia from the capital of the province, and it was in the hills commanding this point that the Russians stationed their advanced outpost during the occupation of Kuljia. China has no troops here. She has a badly armed detachment at Tarbagatay; her main force is in the region of Kuljia.

Kuljia is the name of a town close to the river Ili. It takes the place of a town of the same name, now buried in the Ili river, which was destroyed by the Mahomedans in 1865. By foreigners the name has been applied to the district. It is somewhat confusing, but there are three towns quite separate from each other which are vaguely termed Kuljia by the foreigners. One is the capital of the province, Kuljia, which is the capital of the Ili valley, reaching first the thriving town of Suiting-hsien, a busy mart with a rapidly increasing population of Chinese, adorned with one striking temple, the memorial temple to Chin Hsien, the General who recovered for China the territory lying between the capital and Kuljia, and who was the first Tartar General of Kuljia, after its evacuation by Russia. There is a high military officer in Suiting-hsien, a Chinese command is held from the provincial Governor and is independent of that of the Tartar General. A body of ragged provincial levies, badly armed, represent the might of China.

AN INCOMPETENT COMMANDER.

Suiling-hsien is 30 miles from the Russian frontier. Five miles south-east from the city is a new city built 15 years ago, called Hsien Cheng, a well laid-out town with broad streets, unmetalled, with large yamens and marked business activity. This is the headquarters of the Tartar General, the seat of the new military school, and the depot of a newly-created branch of the modern army of China. It is the chief stronghold of the region, but is built in an indefensible position, and is surrounded by a low wall. In the town, and the sounds of bugles, the tramp of soldiers singing patriotic choruses as they march, and the voices of drill instructors are heard all day long. Officers in smart uniforms, proud of their uniform and their sword, swagger about the streets. It is a quite new movement, and promises well. It originated in the time of the last Tartar General, the excellent patriarch who was recently appointed Viceroy in Lanchow, and is continued by his successor, a courteous gentleman of the old school named Kuang Fu, who complains of the costly legacy and trouble therewith associated bequeathed him by his predecessor. Kuang Fu is not a General of whom any country would be proud. No other country but China would think of appointing such a man to such a post. Appointments of this kind make progressive China despair. Here you have a pair of extreme importance, requiring for its command an officer trained in the knowledge of modern military science, and such men are to be found in China's modern army—and China selects for this command only a month ago, for a second term of office, a doddling old gentleman of 67, a Mongol/Bannerman, who can neither read nor write, who knows

nothing of military things, but is believed, being a Bannerman, to have an hereditary instinct for war, who was with Chin Hsien 37 years ago, and has spent since nearly all his official life in this region, yet during all that time has not even inspected the routes across the mountains connecting the points on the frontier under his command. Such a warrior, held in derision by the Russians, inspires contempt for his country.

THE TROOPS.

Nominally his force consists of one regiment of Infantry, 2,004 men, one regiment of Cavalry, 1,117 strong, two batteries of Field and one battery of Mountain Artillery, in all 568 Artillery. Actually the strength of his force is: Infantry, 1,400; Cavalry, 700, with only 100 horses; and 200 so-called Artillery, unprovided with horses or guns. Two batteries of six 37mm. Krupp mountain guns are locked away in the military school. They have been here for 15 years. Locked away in the Chentia Kamen, in Suiling, are 12 57mm. Cresset fired guns sent here by the Provincial Governor before the arrival of the Krupp guns. Rifles are of various patterns—Mausers, 1871, 1878, 1887, some imported, some made in the Hanyang Arsenal, and Mannlichers, to which were added four years ago in order to assist in the confusion, 150 Japanese rifles of a totally different bore. Cartridges are imported in small quantities from Urumchi and some are made by hand. There are no machine guns, but there is a band. There are no Engineers, no transport, no Army Medical Service, no arsenal and no magazine, but there is a new military school of 400 cadets, where one foreign instructor, a Japanese, is employed under a two years' engagement. There is also a police school. No foreign language is taught at either school, and none of the Chinese instructors have been educated abroad.

Troops are mainly recruited locally, but the officers come from other provinces. Difficulty is found in retaining them from other provinces. Pay given is less than that promised. Expense of living is greater than in any other town of China, and the men desert in large numbers.

THE PROVINCIAL REVENUES.

Thus a beginning has been made, and the keenness of the efforts and men is promising. Lack of adequate funds is urged as an excuse why more has not been done. Theoretically provincial contributions towards the upkeep of the new Dominion amount in all to £375,000 per annum, of which sum £300,000 are claimed by the Tartar General for the maintenance of his frontier defences. It is his grievance that a steadily increasing proportion of this contribution falls to reach his treasury and that reforms are crippled by this want of means. The whole question of the provincial revenues and its allotment is now being investigated by a competent delegate from the Ministry of Finance, at present stationed in Urumchi. Much is hoped for as the outcome of the negotiations, which begin next year, for the new frontier trade treaty with Russia. Taxation is very light and the people's wealth is growing rapidly. There can be no question of that. The prosperity of the Kuljia region is unmistakable. Shopkeepers and traders from North China are coming here in rapidly increasing numbers, and more and more are accompanied by their wives and families. The population is multiplying rapidly both by natural increase and by immigration. This year the increase has been so great that it has outrun the relative food supply and led to greatly increased prices.

THE RACES OF THE REGION.

There are many races in this region, but there is little intermingling, and tribal characteristics are being preserved. There are Chinese of the "Great Religion" (Buddhism) from North China, mostly from Tientsin, and a mass members of the T'ai-hui Secret Society; there are Chinese of the "Small Religion" (Mahomedans), known to foreigners as Tatars, originally drafted here from the Mahomedan centres of Western China; there are Manchus, who speak only Manchu, of two classes—Solons and Shibus—descendants of military colonists from Manchuria, who were transferred here in 1754 after the destruction of Kalmyk sovereignty by the Manchus. The Manchus reside here, they are mostly of the official class and speak Chinese, not Manchu. Seven miles from Kuljia on the way to Hsien Cheng there stand the ruins of the former prosperous Manchu city of Bayantai, which before the rebellion contained a population exclusively of Manchus variously estimated to number from 50,000 to 150,000. In 1855 the city was destroyed by the Mahomedans, and every man and most of the women and children were slain. None of these cities, and Manchuria. Yet the language is still used by Solons and Shibus. All official intercourse between the Russian Consul and the Chinese requires the employment of Manchu as a means of communication. Despatches sent by the Consul are written in Manchu and Russian; the Chinese reply in Chinese and Manchu. Thus a language which has long disappeared in China and Manchuria is preserved in the valley of the Ili.

Then there are various races of Mahomedans, most numerous of whom are the Tatars, descendants of colonists transplanted from Kalgharia, and Ussaks or Kassaks, not to be confused with Cossacks. There are Russian Mahomedan subjects from Andijan, Kazan, and Tashkent, among whom are the wealthiest traders, and there are many branches of Mongols. By natural increase the Mahomedans are increasing more rapidly than the Chinese. They are cleaner and healthier, and have more living energy in the open air, and their physique are not, as are the Chinese, deprived from childhood of the powers of healthy locomotion. Natural increase is aided by a constant influx of Ch'ien T'ous from less favoured districts.

THE CHRISTIAN COMMUNITY.

In Kuljia there is a small Christian community whose history is one of more than usual interest. Readers of the entertaining narrative of Abbe Heu will remember his frequent references to the persecution of the Christians in the reign of Yung-Chang and Chien-Feng, when Christians from every province in China who refused to apostatize were sent in exile to Ili. At first they were branded on the cheek, a punishment which was afterwards discontinued; otherwise they were not unkindly treated, and were allowed a considerable measure of liberty, but were forbidden to return to China. For more than a century the community remained without a pastor, but in 1861, after the joint occupation of Peking, the Bishop of Shensi, Mgr. Chaisi, sent a native priest to seek the descendants of the faithful. On the outbreak of the Mahomedan insurrection in 1863 the priest disappeared. He was murdered by a guide whom he had trusted, and the Christians were again without a pastor. During the insurrection the community was much reduced in numbers. Some of the men were killed, many of the children and a number of the women were carried off by the Mahomedans. Russia occupied the region in 1871, and prevented any further massacre, and compelled the restitution of some of the women. But Russia did not favour the establishment of any Roman Catholic missionary, and it was not until after the restoration of the region to the Chinese in November, 1882, that a foreign missionary

CRUEL CASE OF WEEPING ECZEMA.

Suffered So Terribly She Could Neither Work nor Sleep—Her Poor Hands were Perfectly Raw—Baby had Skin Trouble, Too.

MOTHER AND CHILD CURED BY CUTICURA.

"I was for eight months the victim of terrible suffering from eczema. My hands were like raw beef and were so sore that my complaint was weeping eczema. I had it more or less all over my body as well as on my face and it gave me so much suffering that I could neither work nor sleep. The chemist gave me a prepared powder and told me to bathe my hands in water and dust them with the powder. But this did me no good. It seemed rather to chafe my hands more, so I went to a doctor. He gave me medicine and told me that I might not be rid of the disease for two years. I became fairly despondent. The disease gradually grew worse, and finally I was unable to attend to any of my domestic duties."

After a lapse of several months I happened to read in the *Times* of a lady's sister, whose little boy had had ringworm and was cured, I was told, by Cuticura. I was recommended to try it myself when I got home I ordered my husband to send for a set of the Cuticura Remedies. Their use had immediate effect, my skin peeled, and new skin formed under a week. It is glorious to be once more able to get about and attend to my domestic duties. I am quite cured and it is Cuticura alone that has cured me. I also found Cuticura a positive remedy for another form of skin trouble, known commonly as 'heat bumps,' from which my little child was then suffering. I applied the Cuticura Ointment and in the course of a few days the 'bumps' entirely disappeared. Mrs. A. Holton, The Grove, Warrington, Berks, England, Aug. 1899.

Cuticura is the most economical treatment known for affections of the skin and scalp. A box of Cuticura Soap and a box of Cuticura Ointment cost only 2s. 6d. and will cure all the most troublesome skin diseases. London: 21, Chancery Lane; Paris: 10, Rue de la Chausse d'Antin; Australia: 1, Town of Sydney; India: H. B. Paul, Calcutta; S. Africa: London, Ltd., Cape Town, etc.; U.S.A.: Potter Drug & Chem. Corp., New York. Post-free. 32-page Cuticura Book on the Skin.

was allowed to come here. At the end of that year Pere Hendricks, a Dutchman, arrived from Europe, and he was able to report with pride that the community, which numbered some 150 persons all told, had not forsaken the religion for which their fathers had made such great sacrifices, but had remained good Catholics. One year later three missionary priests, sent overland by the Bishop of Kansas, arrived here and established their mission. They were Pere Steenman (Dutch), now the superior of the mission; Pere De Deken (Belgian), the famous traveller, who accompanied Bonvalot and Prince Henri d'Orleans in their journey across Tibet, and subsequently died in the Congo; and Pere Janesons (Dutch), the first superior of the mission, now a curé in Holland. They belonged to the congregation of Schent, near Brussels. Work has been going on ever since. The community is small, but numbers some members of good standing, among them being the largest old millers of Suiling, descendants of Catholics called a century and a half ago from Kweichow in South China.

DROWNING FATALITY AT SHANGHAI.

Last Tuesday morning J. J. Hourihan, a plumber, who was employed as a mechanic in the engineering department of the Customs, was drowned in the Huangpu. It seems that Hourihan and his friend, J. McArthur, who until the previous day was employed as a gunner on the Chinese Revenue cruiser *Liaohing*, when he was transferred to the Coast Inspector's Office, were returning home to Pootung shortly before four o'clock. They wished to pass from one section of the Municipal jetty to the other, but owing to the darkness they could not see that the connecting bridge had been removed. They were in the thought of danger, they were both in the river. Hourihan, who is said to be a strong swimmer, sank, and was not seen to rise again. McArthur, however, soon rose to the surface, and his cries for help were quickly responded to, and he was taken from the water by some Chinese on one of the ferry steamers that ply between the Municipal jetty and the Pootung shore.

The River Police were immediately apprised of the accident, and they lost no time in instituting a search for the body. At about six o'clock it was located near the jetty, and brought to the surface. It was removed to the Fearon Road Mortuary, where an inquest was held by Mr. A. J. Hadley, United States Vice-Consul, Hourihan being an American citizen.

The circumstances surrounding the fatality are as follows: Hourihan, who was only 31 years old, was a married man, with a family of four children. He joined the Customs in November, 1906, and was held in high opinion by his superiors. He was also a private in the Customs Company. Volunteers were asked for to form a firing-party at the funeral, an application having been made to allow the deceased to be accorded full funeral honours. Among his fellows, Hourihan was always known as "Happy" Hourihan.

It will be remembered that the southern section of the Municipal Jetty was removed to Pootung for renovation some weeks ago. It was recently replaced, but for some reason the bridge that connects the two sections was not laid in its original position, and thus there was a gap of about 12 feet between the two jetties.

"OPEN-AIR TREATMENT."

NEW PUNISHMENT FOR MINOR OFFENDERS. A new method of punishment has been tried at New York, New Jersey, and found effective. It is called "open-air treatment," and consists of confinement in cages or cells put on the roof or in the yards of the gaols.

These cells are specially intended for minor offences—for tramps, drunkards, and so forth. When it rains the inmates get soaked; when it is particularly cold or scorching hot they suffer correspondingly. In the towns provided with this mode of punishment drunkenness has decreased, tramps are less frequent, and the results generally have been so satisfactory as to encourage other towns to adopt the same method for dealing with small offenders.

TODAY
3 p.m.—Auction of Crown Land at Public Works Dept.

FORTHCOMING EVENTS.
Saturday, 6th August—Fourth Meeting of the Hongkong Gymkhana Club at Happy Valley.
Tuesday, 9th August—Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.

SHIPPING.

ARRIVALS.

AMIRAL HAMELIN, French str., 3,188, Glens, 25th July—Singapore 18th July, General—Laplace.
BRASILIA, German str., 4,580, M. Filler, 25th July—Shanghai 22nd July, General—Hamburg-Amerika Linie.
CEYLON MARC, Japanese str., 3,142, F. L. Pyne, 24th July—Mojl 19th July, General—Nippon Yusen Kaisha.
CHINIA, British str., 1,350, A. S. Harris, 25th July—Shanghai 21st July, General—Butterfield & Swire.
HELINE, German str., 771, H. Bendixen, 25th July—Tientsin 18th and Holbow 24th July, General—Jensen & Co.
HONG KONG, British str., 2,056, G. Kinghorn, 25th July—Penang and Singapore 19th July, General—Chinese.
MONTREAL, British str., 6,163, W. Dixon, Hopedale, 25th July—Vancouver via Japan 28th June, Lumber and General—Canadian Pacific Railway Co.
PATRICK, British str., 1,072, S. L. Jones, 24th July—Tientsin 19th July, General—Butterfield & Swire.
PERSIA, Austrian str., 3,779, P. Giurgovich, 25th July—Kobe 13th July, General—Sander, Wierler & Co.
RUBI, British str., 1,690, G. Rodger, 25th July—Manila 25th July, General—Shewan, Tomes & Co.
ULV, Norwegian str., 885, Pedersen, 24th July—Newchwang and Dairen 16th July, Beans—Asgard, Thoresen & Co.
WURU, British str., 1,227, Tacker, 25th July—Halphong 23rd July, Cement—Butterfield & Swire.
YANZHO, British str., 4,149, Jos. Bulford, 25th July—Liverpool and Singapore 19th July, General—Butterfield & Swire.
YUENSANG, British str., 1,123, P. H. Rolfe, 25th July—Manila 22nd July, Hemp and General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
25th July.
Aldenh, British str., for Australia.
Ameyric, British str., for Amoy.
Brasilia, German str., for Hongkong.
Chingching, British str., for Tientsin.
Hedding, British str., for Swire.
Lightning, British str., for Singapore.
Wuhu, British str., for Tientsin.

DEPARTURES.

25th July.
ALCINOUS, British str., for Singapore.
INVERKIP, British str., for Mojil.
KAIFONG, British str., for Amoy.
KUMANG, British str., for Shanghai.
PARKOT, British str., for Saigon.
SABINE RICKMERS, Dutch str., for Tameul.
SINGAM, British str., for Holbow.
ULV, Norwegian str., for Canton.

SHIPPING REPORTS.

The British str. Chingching reports: Fine weather light S.W. breeze.
The British str. Rubi reports: Light wind, fine, clear weather and sea smooth.
The British str. Hong Bee reports: Light air and calm, fine clear weather and smooth sea.

STEAMERS PASSED THE CANAL.

July 1st—Benalder, Nubia, Welsh Prince, Yangtze. 5th—Denlavers, Carnarvonshire, Manchester Castle, Prinz Ludwig, Sambla, Titau. 8th—Australia, Diomed, Palawan, Miyazaki Maru. 12th—Japan, Silvia, Spica, Vorosila. 15th—Hector, Idoneus, Ladrada, Para, Senegambia, Sanga, Tenzai. 17th—Benalder, Denlavers, Carnarvonshire, Titau, Hektor, Idoneus, Ladrada, Para, Senegambia, Sanga, Tenzai. 22nd—Albat, Kuma Maru, Kuma Maru, Ville de la Ciel, York, Asholt.
ARRIVALS AT HOME.
July 22nd—Yarra.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.
(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship
"LIGHTNING."
Captain A. E. Gentles, will be despatched for the above Ports TO DAY, the 26th inst., at Noon.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 25th July, 1910. [859]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"ASSAYE."
Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for Bombay, Co., on SATURDAY, the 6th August, 1910, at NOON, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, cargo for London, Co., will be conveyed by the R.M.S. "HIMALAYA," due to Calcutta on the 18th September, 1910.
Bills will be received at this Office until the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 25th July, 1910.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI...	Brit. str.	—	A. G. Cabitt, R.N.M.	P. & O. S. N. Co.	On 28th inst., at 3 p.m.
LONDON, &c., VIA USUAL PORTS OF CALL.	ARRATE...	Brit. str.	—	Owen Jones, R.N.M.	P. & O. S. N. Co.	On 6th Aug., at Noon.
LONDON, ROTTERDAM & ANTWERP.	CARDIGANSHIRE...	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & CO., LD.	About 13th Aug.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SEGOVIA...	Ger. str.	K. W.	Sachs	HAMBURG-AMERIKA LINIE	On 10th Aug.
COPENHAGEN & ST. PETERSBURG.	INDIA...	Dan. str.	—	—	MELCHERS & CO.	End of Aug.
COPENHAGEN.	SIAM...	Ger. str.	—	—	MELCHERS & CO.	End of July.
HAVRE & HAMBURG VIA STRAITS, &c.	MECKLENBURG...	Ger. str.	K. W.	v. Dehrh	HAMBURG-AMERIKA LINIE	On 17th Aug.
MARSEILLES & HAMBURG VIA STRAITS, &c.	ERNEST SIMONS...	Frans. str.	—	Girard	MESSAGERIES MARITIMES	On 29th inst.
MARSEILLES, &c., VIA PORTS OF CALL.	KAGA MARU...	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 2nd Aug., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU...	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 3rd Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUBA MARU...	Jap. str.	—	Wm. Thomson	NIPPON YUSEN KAISHA	On 9th Aug., at 4 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONIA...	Ger. str.	K. W.	Bahl	HAMBURG-AMERIKA LINIE	On 17th Aug., at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	LUETZOW...	Ger. str.	—	W. Bortling	MELCHERS & CO.	On 28th inst., at 10 a.m.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	PERSIA...	Aus. str.	—	P. Giurgovich	DODWELL & CO., LTD.	On 28th inst., at Noon
TRIESTE, &c., VIA SINGAPORE, &c.	GHAEZE...	Brit. str.	—	—	—	On 30th inst.
NEW YORK.	ALBERGA...	Ital. str.	K. W.	Lorenzen	CARLOTTA & CO.	About 17th Aug.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL.	WENT CASTLE...	Brit. str.	—	—	—	About 6th Aug.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN...	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 6th Aug., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTREAL...	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 16th Aug., at Noon.
VICTORIA, B.C. & SEATTLE, VIA KEELUNG, &c.	AWA MARU...	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 13th Sept., at 4 p.m.
VANCOUVER (DIRECT).	AMERICA...	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	To-day.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TAMBA MARU...	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 16th Aug., at 4 p.m.
TACOMA VIA KEELUNG & JAPAN.	CHICAGO MARU...	Jap. str.	—	I. Goto	OSAKA SHOEEN KAISHA	On 10th Aug., at Noon.
CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c.	KITO MARU...	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 25th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA.	CHANGSHA...	Brit. str.	1 m.	G. W. Bly	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA.	NIKKO MARU...	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA.	KUMANO MARU...	Jap. str.	—	F. Iscke	MELCHERS & CO.	On 13th Aug., at D'light
AUSTRALIAN PORTS VIA MANILA.	MYTASAKI MARU...	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
KOBE & YOKOHAMA.	PRINZ WALDEMAR...	Ger. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 4th Aug., at Noon.
KOBE & YOKOHAMA.	KUMANO MARU...	Jap. str.	—	F. Iscke	MELCHERS & CO.	About 26th inst.
NAGASAKI, KOBE & YOKOHAMA.	TUPANAS...	Dut. str.	—	J. B. v. Damme Jellink	NIPPON YUSEN KAISHA	On 3rd Aug., at Noon.
JAPAN.	PAOTING...	Brit. str.	1 m.	V. McClymont-Liddell	JAVA-CHINA-JAPAN LUN	Quick despatch.
CHEFOO & NEWCHWANG.	CHONGSHING...	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
TIENTSIN.	KURICHOW...	Brit. str.	—	F. v. Biazar	JARDINE, MATHESON & CO., LD.	On 2nd Aug., at 4 p.m.
SHANGHAI, KOBE & MOJI.	FOOKHANG...	Brit. str.	—	F. v. Biazar	MELCHERS & CO.	About 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	WANT LUDWIG...	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
SHANGHAI.	CHINA A...	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 29th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	NUBIA...	Brit. str.	—	Hildebrandt	HAMBURG-AMERIKA LINIE	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA.	SAXONIA...	Ger. str.	K. W.	F. Wheeler	JARDINE, MATHESON & CO., LD.	On 31st inst., at D'light
SHANGHAI, KOBE & YOKOHAMA.	KWONGKANG...	Brit. str.	—	Mouton	MESSAGERIES MARITIMES	On 1st Aug., P.M.
SHANGHAI, KOBE & YOKOHAMA.	COLOMBO MARU...	Jap. str.	—	E. Combes	NIPPON YUSEN KAISHA	On 3rd Aug.
SHANGHAI VIA SWATOW, AMOY & FOOCOW.	DUTIN MARU...	Jap. str.	—	Y. Pusano	OSAKA SHOEEN KAISHA	On 4th Aug., at 10 a.m.
SHANGHAI.	DEVANHA...	Brit. str.	K. W.	H. Powell	P. & O. S. N. Co.	On 12th Aug.
SHANGHAI, KOBE & YOKOHAMA.	SPERZA...	Ger. str.	—	—	MELCHERS & CO.	Half of Aug.
SHANGHAI, YOKOHAMA & KOBE.	YEDO...	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LUN	Quick despatch.
SHANGHAI.	THINK...	Dut. str.	—	Collyer	P. & O. S. N. Co.	On 29th inst.
TAKAO, SHANGHAI, PUKOW, HANKOW, &c.	DAIWA...	Brit. str.	—	Y. Yamamoto	OSAKA SHOEEN KAISHA	On 3rd Aug., at 10 a.m.
ANING VIA SWATOW & AMOY.	JOHIN MARU...	Jap. str.	—	H. Murayama	OSAKA SHOEEN KAISHA	On 5th inst., at 10 a.m.
TAMBU VIA SWATOW & AMOY.	DAIGI MARU...	Jap. str.	—	J. Boyd	DODWELL & CO., LTD.	To-day.
AMOY & KEELUNG VIA VICTORIA, VANCOUVER, B.C. &c.	ATYMERIC...	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & CO.	To-day, at 10 a.m.
SWATOW, AMOY & FOOCOW.	HAICHOW...	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & CO.	To-morrow, at 10 a.m.
SWATOW.	HAICHOW...	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & CO.	On 29th inst., at 10 a.m.
SWATOW, AMOY & FOOCOW.	HAICHOW...	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & CO.	On 2nd Aug., at 10 a.m.
SWATOW.	HAICHOW...	Brit. str.	2 h.	P. H. Rolfe	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SWATOW, AMOY & FOOCOW.	HAICHOW...	Brit. str.	2 h.	B. Rodger	JARDINE, MATHESON & CO., LD.	On 29th inst., at 4 p.m.
SWATOW.	HAICHOW...	Brit. str.	2 h.	E. J. Payne	SHEWAN, TOMES & CO.	On 30th inst., at Noon.
SWATOW, AMOY & FOOCOW.	HAICHOW...	Brit. str.	2 h.	A. Fraser	JARDINE, MATHESON & CO., LD.	On 5th Aug., 4 at P.M.
SWATOW.	HAICHOW...	Brit. str.	2 h.	T. W. Piskard	SHEWAN TOMES & CO.	On 6th Aug., at Noon.
SWATOW, AMOY & FOOCOW.	HAICHOW...	Brit. str.	2 h.	Fred. Pyne	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SWATOW.	HAICHOW...	Brit. str.	2 h.	A. E. Gentles	NIPPON YUSEN KAISHA	To-day.
SWATOW, AMOY & FOOCOW.	HAICHOW...	Brit. str.	2 h.	M. B. Lake	DAVID SASSOON & CO., LTD.	To-day, at Noon.
SWATOW.	HAICHOW...	Brit. str.	2 h.	A. Pander	JARDINE, MATHESON & CO., LD.	On 28th inst., at Noon.
SWATOW, AMOY & FOOCOW.	HAICHOW...	Brit. str.	2 h.	—	JAVA-CHINA-JAPAN LUN	Quick despatch.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
YOKOHAMA & KOBE...	"PRINZ WALDEMAR," 6,100	Capt. F. Iscke	About 26th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG," 18,300	Capt. F. v. Biazar	About 26th July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUETZOW," 17,300	Capt. W. Bortling	Thursday, 28th July, at 10 a.m.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," 6,100	Capt. F. Iscke	Saturday, 13th Aug., at D'light

* Fitted with wireless Telegraphy New System of Telefunken.
For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 26th July, 1910. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C., TACOMA & SEATTLE
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* AYMERIC	4,363	J. Boyd	26th July.
REDHILL	3,889	H. E. Dowall	23rd August.
OCEANO	4,657	F. W. Davies	27th September.
KUMERIC	4,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

* Calling at Amoy and Keelung.
These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Hongkong, 25th July, 1910. [8]

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN"	On 1st Aug., P.M.
MARSEILLES, VIA PORTS	"ERNEST SIMONS"	On 2nd Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"SALAZIE"	On 15th Aug., P.M.
MARSEILLES VIA PORTS	"POLYNESIEN"	On 16th Aug., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levants, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—
P. THOMAS, AGENT,
Queen's Building.
Hongkong, 21st July, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF JAPAN" SAT., 6th Aug.	"ALLAN LINE" FRIDAY, 2nd Sept.
"MONTEAGLE" TUESDAY, 16th Aug.	"EMPERESS OF BRITAIN" FRI., 23rd Sept.
"EMPERESS OF CHINA" SAT., 27th Aug.	"ALLAN LINE" FRIDAY, 14th Oct.
"EMPERESS OF INDIA" SAT., 17th Sept.	"EMPERESS OF IRELAND" FRI., 4th Nov.
"EMPERESS OF JAPAN" SAT., 8th Oct.	
"MONTEAGLE" TUESDAY, 8th Nov.	

"Emperess" Steamships leave HONGKONG at 5 p.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New "Palatial" "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers £43 £45.
and 1st Class Railway £243 £245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

E.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only), granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier

VESSELS ON THE BERTH.

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship
"AYMERIC."
FROM HONGKONG.
TO-DAY (TUESDAY), THE 26th JULY.
FOR VANCOUVER DIRECT.
To be followed by
REDHILL 23rd Aug.
OCEANO 27th Sept.
KUMERIC 20th Oct.
AYMERIC 20th Nov.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canadian and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO.,
Hongkong.
Hongkong, 12th July, 1910. [819]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
TRIESTE (Direct),
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the Brazils, to PERIAN GULF, Red Sea, Black Sea, Levant, Venice, and Adriatic Ports).
THE Company's Steamship
"PERSIA."
Capt. P. Giurgovich, will be despatched as above on THURSDAY, the 28th July, at Noon.
This Steamer has special accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.
For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents,
Princes Buildings.
Hongkong, 26th July, 1910. [3]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.
S.S. "GHAEZE" On 30th July.
For Freight and further information, apply
DODWELL & Co., Ltd.,
Agents.
Hongkong, 7th July, 1910. [810]

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON & NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast).
"WRAY CASTLE," On or about 6th August.
For freight and further information apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 13th July, 1910. [821]

Cutler, Palmer & Co's

SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSHALLS	SOMALI Capt. A. G. Cabitt	3 P.M., 28th July	Freight and Passage.
TAKAO, SHANGHAI, PUNOW, HANKOW, TA U. and MOI	BANCA Capt. Collyer	On 29th July	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NUBIA Capt. F. J. Fox	About 29th July	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 4th Aug.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE Capt. Owen Jones	Noon, 6th Aug.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,

Hongkong, 26th July, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 26th July, 3 P.M.
LOILO	"KASHING"	On 26th July, 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKPOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 28th July, 4 P.M.
CHEFOO & NEWCHWANG	"PAOTING"	On 29th July, 4 P.M.
TIENTSIN	"KUEICHOW"	On 2nd Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger-accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHEVAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and "Red" Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct on Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 26th July, 1910

AGENTS. 10

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN	"SIAM"	End of July.
SHANGHAI, YOKOHAMA and KOBE	"YEDEO"	Half of August.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

Hongkong, 26th July, 1910.

MELOHERS & CO.,

AGENTS. 6

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIP	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 26th July, at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 29th July, at 10 A.M.
"HAITANG"	Capt. A. E. Hodgins	TUESDAY, 2nd Aug., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN" Capt. A. H. Stewart WED'DAY, 27th July, at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 25% on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 25th July, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 28th July, Noon.
TIENTSIN	"CHEONGSHING"	Friday, 29th July, Noon.
MANILA	"YUENSANG"	Friday, 29th July, 4 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 31st July, 4 P.M.
MANILA	"LOONGSANG"	Friday, 5th Aug., 4 P.M.
SHANGHAI, KOBE & MOI	"FOOSANG"	Friday, 19th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 215, Sui. Bkch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,

Hongkong, 26th July, 1910.

GENERAL MANAGER 14

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	KAGA MARU Capt. M. Hagino WAKASA MARU Capt. N. Nielsen ATSUTA MARU Capt. Wm. Thomson	7,000 7,000 9,000	WED'DAY, 3rd Aug., at Daylight WED'DAY, 9th Aug., at 4 P.M. WED'DAY, 17th Aug., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 13th Aug., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Sato AWA MARU Capt. S. Ishikawa	7,000 7,000	TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 16th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi KUMANO MARU Capt. M. Winkler	6,000 6,000	FRIDAY, 5th Aug., at Noon. FRIDAY, 2nd Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	TUESDAY, 26th July.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 3rd Aug., at Noon.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes	5,000	WED'DAY, 3rd Aug., at Noon.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. T. Murai	9,000	THURSDAY, 4th Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Ali Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Optica of rail between Calling Ports in Japan.

* Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railway, and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.

T. KUSUMOTO,
MANAGER. 13-125

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUTO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

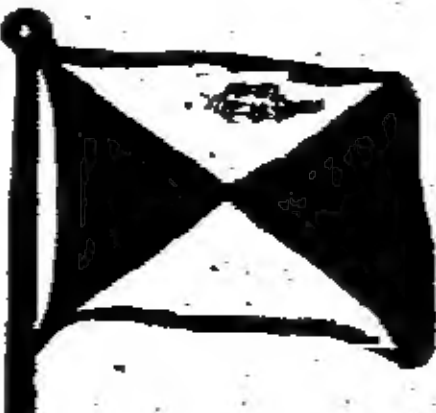
N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUHI	2540	E. Rodger	Manila	On 30th July, Noon.
ZAFIRO	2540	A. Fraser	Manila	On 6th Aug., Noon.

For Freight or Passage apply to

Hongkong, 19th July, 1910.

SHEWAN, TOMES & Co.,
General Managers. 12

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

† Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SAXONIA	28th July.
S.S. SPEZIA	12th Aug.
S.S. ALESIA	26th Aug.
S.S. AMBRIA	8th Sept.

Further Particulars, apply to—

Hongkong, 12th July, 1910.

HOMEWARD.

FOR MARSEILLES & HAMBURG:

S.S. MECKLENBURG 23th July.

FOR ROTTERDAM, HAMBURG & ANTWERP:

S.S. SEGOVIA 10th Aug.

FOR HAVRE & HAMBURG:

S.S. SCANDIA 17th Aug.

FOR MARSEILLES & HAMBURG:

S.S. SAXONIA 1st Sept.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via KEELUNG, MOJI, KOBE and YOKO-	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon
HAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 31st July, at 10 A.M.
ANPING via SWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 3rd Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUJINO	THURSDAY, 4th Aug., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910. Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

7031

T. ARIMA,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910, and the ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

Japan Office:—32, WATER STREET, YOKOHAMA.

6621

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD.

[537]

VESSELS EXPECTED.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Ludwig*, carrying the German Mail with dates from Berlin, is due at this port to-morrow.

The P.M. str. *China* from San Francisco arrived at Shanghai at midnight on the 24th instant, and left again at 10 p.m. on 25th inst. for Hongkong, where she is due to arrive at 8 a.m. on the 28th instant.

The P.M. str. *Siberia* arrived at Manila on the 24th instant a.m., and is due to arrive here on the 1st prox., at noon.

The P.M. str. *Empress of Japan* arrived at Shanghai at midnight on the 24th instant, and left again at 10 p.m. on 25th inst. for Hongkong, where she is due to arrive at 8 a.m. on the 28th instant.

The P.M. str. *Manchuria* left San Francisco on the 12th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 8th prox.

The P.M. str. *Chigo Maru* sailed from San Francisco on the 19th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 19th prox.

The E. & A. str. *Empire* left Thursday Island on 14th inst. for Timor, Manila and this port, and is due at Manila on the 23rd inst.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila on the 21st inst., and is expected here on the 1st prox.

The British str. *Blythe* left Moji on the 21st instant for this port, and is due to arrive here to-day.

The H.A. Line str. *Saxonia* left Singapore on the 21st instant p.m., and may be expected here to-morrow.

The Doolittle New York Line str. *Glacier* left Shanghai on the 23rd instant, and is due at this port to-morrow.

The Mogul Line str. *Lethian* left United Kingdom on the 10th instant for Hongkong via Straits.

The P. & O. S. N. Co.'s str. *Nubia* left Singapore for this port on the 23rd instant, at 3.30 p.m., and is due here on the 28th instant, at about 6 p.m.

The P. & O. S. N. Co.'s str. *Bangor* left Singapore for this port on the 23rd instant, at 9.30 a.m., and is due here on the 28th instant, at about 6 p.m.

The U.S.K. str. *Chicago Maru* from Tacoma left Moji for this port via Manila on the 22nd instant, and is expected here on or about the 2nd prox.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 15th inst., and is expected here on the 2nd prox.

The I.G.M. str. *Germania* left Yape on the 22nd instant, and may be expected here on or about the 2nd prox.

The Eng. Hok Fong S.S. Co.'s str. *Persia* sailed from Guaymas, Mexico on the 14th inst. a.m., and is expected to arrive here, via Moji, Japan, about the 7th prox.

PASSENGERS.

ARRIVED.

Per *Persia*, from Japan, Dr. Mayer.Per *Yuenang*, from Manila, Mr C. D. Minford.Per *Chinhua*, from Shanghai, Mrs Woolley, Capt. and Mrs. Mawley and child, Dr. Guerin, Mr Kenneth and Mr. Sedgrass.Per *Rubi*, from Manila, Mr J. C. McDowell, Mr J. W. Wilson, Mr. Wick, Mr. Gregoris, Mr Carlos Grell and Mr Juan Seilloth.Per *Monteale*, for Hongkong, from Vancouver, Miss N. Dawson, Mr F. Brown, Mr H. Hall, Mr C. Klunder and Mr S. Ablass, from Shanghai, Mr and Mrs Violet, Mr M. G. Violet, Mr M. Lubin, Mr and Mrs M. C. Young and child, Miss M. C. Young.

RODI & WIENENBERGER, PFORZHEIM I/B.

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELLERIES: NECKLETS,
BRACELETS, BROOCHES, SCARF-PINS,
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

4341

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Prinz Ludwig* with the German mail of the 29th June left Singapore on Friday, the
22nd inst., at 9 a.m., and may be expected here to-day, at 11 a.m.

The *Kyushu* with the Siberian mail is due here to-morrow.

The *Kyushu* with the Canadian mail left Shanghai on Monday, the 25th instant,
at 10 p.m. and may be expected here on or about Thursday, the 28th instant, at 8 a.m.

The *Australien* with the French mail of the 1st instant left Singapore on Sunday, the 27th
instant, at 5 p.m., and may be expected here on or about Sunday, the 31st instant.

The *Siberia* with the American mail is due to arrive here on Sunday, the 31st instant,
at noon.

FOR	PER	DATE
Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle Singapore, Penang and Calcutta	<i>Aldenhay</i>	Tuesday, 26th, 9.00 A.M.
Haliphong	<i>Lightning</i>	Tuesday, 26th, 11.00 A.M.
Fort Bayard	<i>Brasilia</i>	Tuesday, 26th, 11.00 A.M.
Amoy, Keelung, Shanghai, Hoi, Kobe, Yokohama, Victoria, Vancouver and Tacoma	<i>Sui Cheong</i>	Tuesday, 26th, 11.00 A.M.
Macao	<i>America</i>	Tuesday, 26th, 1.15 P.M.
Manila	<i>Sui Tai</i>	Tuesday, 26th, 2.00 P.M.
Singapore, Colombo and Bombay	<i>Taming</i>	Tuesday, 26th, 3.00 P.M.
Hilo	<i>Ceylon Maru</i>	Tuesday, 26th, 3.00 P.M.
Amoy	<i>Kashing</i>	Tuesday, 26th, 3.00 P.M.
	<i>Hong Bee</i>	Tuesday, 26th, 4.00 P.M.
Swatow	<i>Haimun</i>	Wednesday, 27th, 9.00 A.M.
Macao	<i>Sui Tai</i>	Wednesday, 27th, 1.15 P.M.

FOR	PER	DATE
Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle Singapore, Penang and Calcutta	<i>Changsha</i>	Wednesday, 27th, 2.00 P.M.
Haliphong	<i>Luzon</i>	Thursday, 28th, 9.00 A.M.
Fort Bayard	<i>Namsang</i>	Thursday, 28th, 11.00 A.M.
Amoy, Keelung, Shanghai, Hoi, Kobe, Yokohama, Victoria, Vancouver and Tacoma	<i>Persia</i>	Thursday, 28th, 1.15 P.M.
Macao	<i>Sui Tai</i>	Thursday, 28th, 3.00 P.M.
Manila	<i>Chinhua</i>	Friday, 29th, 9.00 A.M.
Singapore, Colombo and Bombay	<i>Haitan</i>	Friday, 29th, 11.00 A.M.
Hilo	<i>Chongshing</i>	Friday, 29th, 1.00 P.M.
Amoy	<i>Tyisowong</i>	Friday, 29th, 1.15 P.M.
	<i>Sui Tai</i>	Friday, 29th, 3.00 P.M.
	<i>Yuenang</i>	Friday, 29th, 3.00 P.M.
	<i>Peking</i>	Friday, 29th, 3.00 P.M.
	<i>Mimosa</i>	Saturday, 30th, 10.00 A.M.
	<i>Rubi</i>	Saturday, 30th, 10.00 A.M.

**KEELUNG, SHANGHAI, NAGASAKI, KOBE,
SHIMIZU, YOKOHAMA, HONOLULU, AND
SAN FRANCISCO**
SIBERIAN MAIL TO EUROPE

FOR	PER	DATE
Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle Singapore, Penang and Calcutta	<i>Nippon Maru</i>	Wednesday, 27th, 10.00 A.M.
Haliphong	<i>Registration</i>	10.00 A.M.
Fort Bayard	<i>Registration</i>	10.00 A.M.
Amoy, Keelung, Shanghai, Hoi, Kobe, Yokohama, Victoria, Vancouver and Tacoma	<i>Registration</i>	10.00 A.M.
Macao	<i>Registration</i>	10.00 A.M.
Manila	<i>Registration</i>	10.00 A.M.
Singapore, Colombo and Bombay	<i>Registration</i>	10.00 A.M.
Hilo	<i>Registration</i>	10.00 A.M.
Amoy	<i>Registration</i>	10.00 A.M.

**KEELUNG, SHANGHAI, NAGASAKI, KOBE,
SHIMIZU, YOKOHAMA, HONOLULU, AND
SAN FRANCISCO**
SIBERIAN MAIL TO EUROPE

FOR	PER	DATE
Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle Singapore, Penang and Calcutta	<i>Ernest Simons</i>	Thursday, 28th, 1.15 P.M.
Haliphong	<i>Registration</i>	1.15 P.M.
Fort Bayard	<i>Registration</i>	1.15 P.M.
Amoy, Keelung, Shanghai, Hoi, Kobe, Yokohama, Victoria, Vancouver and Tacoma	<i>Registration</i>	1.15 P.M.
Macao	<i>Registration</i>	1.15 P.M.
Manila	<i>Registration</i>	1.15 P.M.
Singapore, Colombo and Bombay	<i>Registration</i>	1.15 P.M.
Hilo	<i>Registration</i>	1.15 P.M.
Amoy	<i>Registration</i>	1.15 P.M.

**KEELUNG, SHANGHAI, NAGASAKI, KOBE,
SHIMIZU, YOKOHAMA, HONOLULU, AND
SAN FRANCISCO**
SIBERIAN MAIL TO EUROPE

FOR	PER	DATE
Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle Singapore, Penang and Calcutta	<i>Siberia</i>	Thursday, 28th, 1.15 P.M.
Haliphong	<i>Registration</i>	1.15 P.M.
Fort Bayard	<i>Registration</i>	1.15 P.M.
Amoy, Keelung, Shanghai, Hoi, Kobe, Yokohama, Victoria, Vancouver and Tacoma	<i>Registration</i>	1.15 P.M.
Macao	<i>Registration</i>	1.15 P.M.
Manila	<i>Registration</i>	1.15 P.M.
Singapore, Colombo and Bombay	<i>Registration</i>	1.15 P.M.
Hilo	<i>Registration</i>	1.15 P.M.
Amoy	<i>Registration</i>	1.15 P.M.

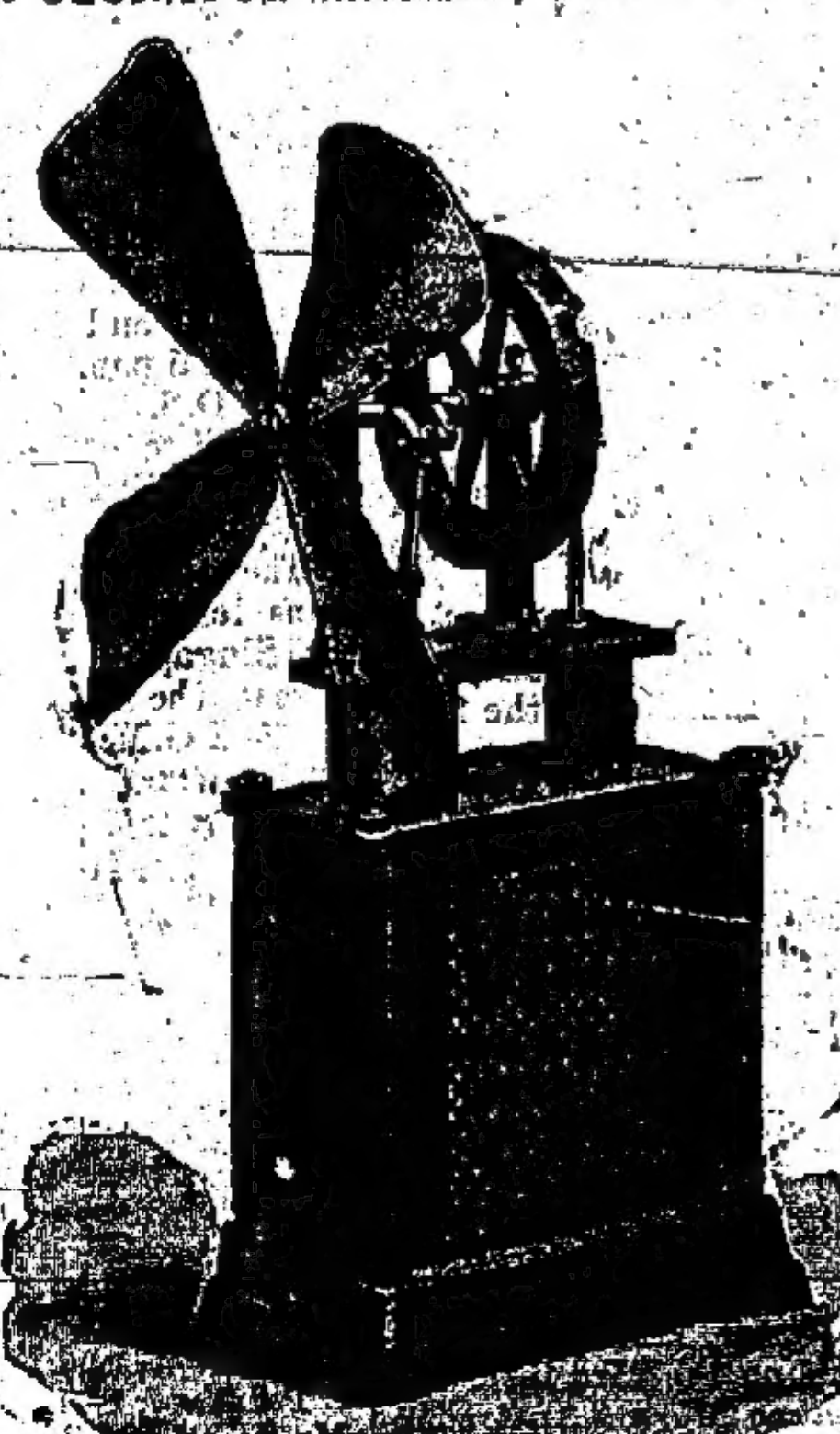
**KEELUNG, SHANGHAI, NAGASAKI, KOBE,
SHIMIZU, YOKOHAMA, HONOLULU, AND
SAN FRANCISCO**
SIBERIAN MAIL TO EUROPE

FANS! FANS! FANS!
There are FANS and FANS but the FREEZOR FAN is the Best and better still if it
has the OZONATOR attachment, OUR OWN IDEA.

Gas driven Fans
where Electric
current is not
available, or Bat-
tery and Electric
Accumulator Fans
for the Outports.

Anything to
keep cool but the
"OZONATOR"

has caught on,
and will soon be
indispensable.



The Ozonator

Globe and Sponge

can be fixed to

the guard of any

fan at little cost,

and the fluid

Ozone can be

obtained at any
of the Pharmacies.
One bottle of
concentrated es-
sence supplied
free.

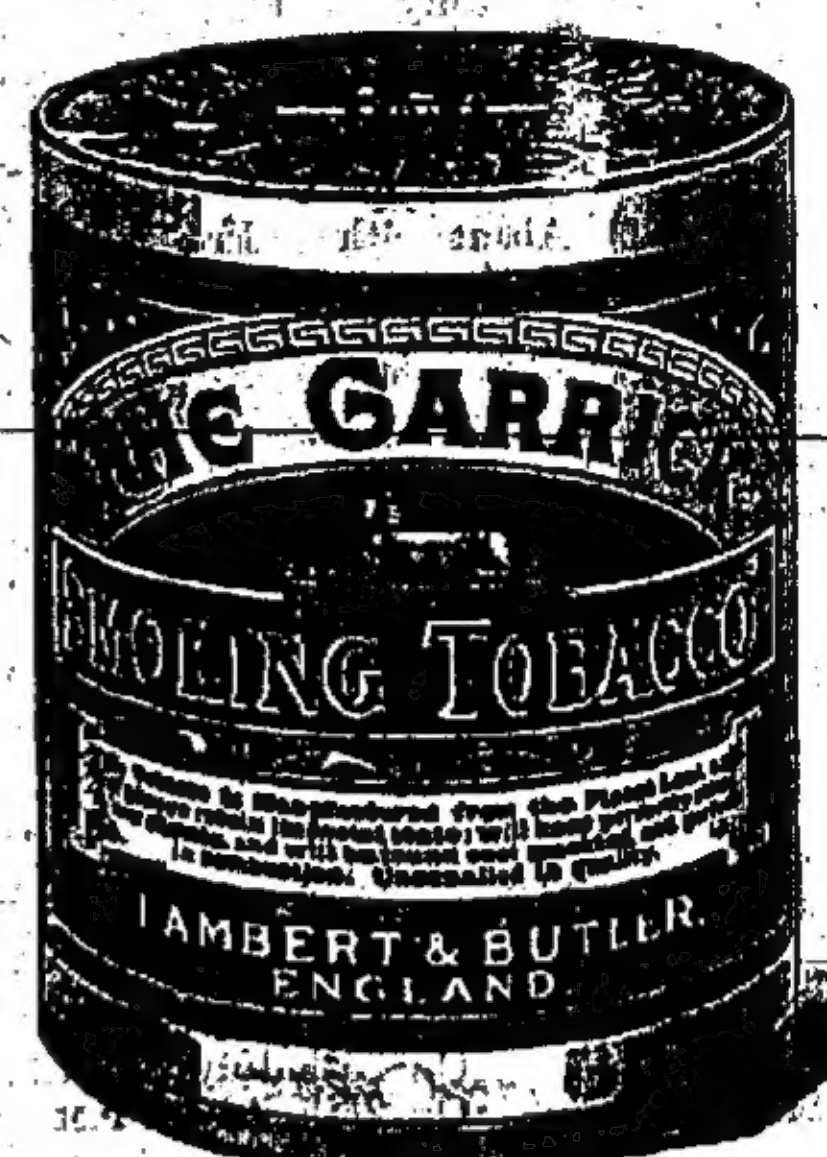
For Particulars and Prices Ring up Electrical Dept. 353.
WILLIAM C. JACK & CO., LTD., 14, Des Voeux Road, Hongkong. 440



CONSTANT GROWTH

Signifies

CONSTANT MERIT



"The Garrick"

Tobacco and Cigarettes
Hold the Confidence of their Smokers.

SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO. LD.

SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 25th, 1910.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTA TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950 buyers
National Bank of China, Limited	99,925	\$7	\$6	\$76 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8 sellers
China Bank Company, Limited	60,000	\$12	\$12	\$92, sal. & buy.
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$82
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$42, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 572
Lao-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
DAIRY FARM COMPANY, LIMITED.	40,000	\$7 1/2	\$6	\$19, buyers
DOCKS AND WHARVES.				
Hongkong & Whampoa Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sales
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 119.
KEWICK & CO., LIMITED	18,000	\$25	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$63.
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	\$10	\$205.
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$192, buyers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$104, sellers
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$81, sellers
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	\$25	\$135 buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$112, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$872.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$845, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$84, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32, buyers
Shanghai Land Investment Co., Limited	70,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
MINING.				
Société Française des Carrières de Tonkin	16,000	Pes. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7, buyers
PEAK TRAMWAYS CO., LIMITED	25,000	\$10	all	\$14, sellers
PHILIPPINE CO., LIMITED	50,000	\$10	\$10	\$1.60, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$168.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
ROBINSON FINANCIAL CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$28, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$323, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$5, sel. (L'don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$8, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$15, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$26, buyers
STRENGTH COINAGE.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,300	\$10	\$10	\$62, buyers
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
UNITED ASBESTOS ORIENTAL AGENCY, LIMITED	9,900 ordy.	\$10	\$4	\$113, sellers
UNION WATERBOAT CO., LIMITED	100 fiders	\$10	\$10	\$300.
UNION WATERBOAT CO., LIMITED	50,000	\$10	\$10	\$7.
ALLIANCE.				
Anglo-Malays	...	...	...	28/6
Balgownie	...	...	...	\$19 (Sta.)
Batu Tiga	...	...	...	113/6
Bukit Kajang	...	...	...	63/6
Castlefields, fully paid	...	...	...	125/-
Cheviots	...	...	...	32/6
Eastern and International	...	...	...	30/- prem.
Highlands and Lowlands	...	...	...	130/-
Kamunings	...	...	...	8/- prem.
Kuala Lumpur	...	...	...	19/6
Ledbury's	...	...	...	90/-
Linggis	...	...	...	63/-
London Asiatics	...	...	...	15/3
London Ventures	...	...	...	7/-
Merlemaas	...	...	...	8/-
Pegohs	...	...	...	\$41 (Sta.)
Sapongas	...	...	...	34/-
Shelfords	...	...	...	...
Singapore and Johore	...	...	...	\$18 (Sta.)
Sumatra Pans	...	...	...	14/6
Swagat Kapers	...	...	...	...
United Serdangs	...	...	...	125/-
LOANS.				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

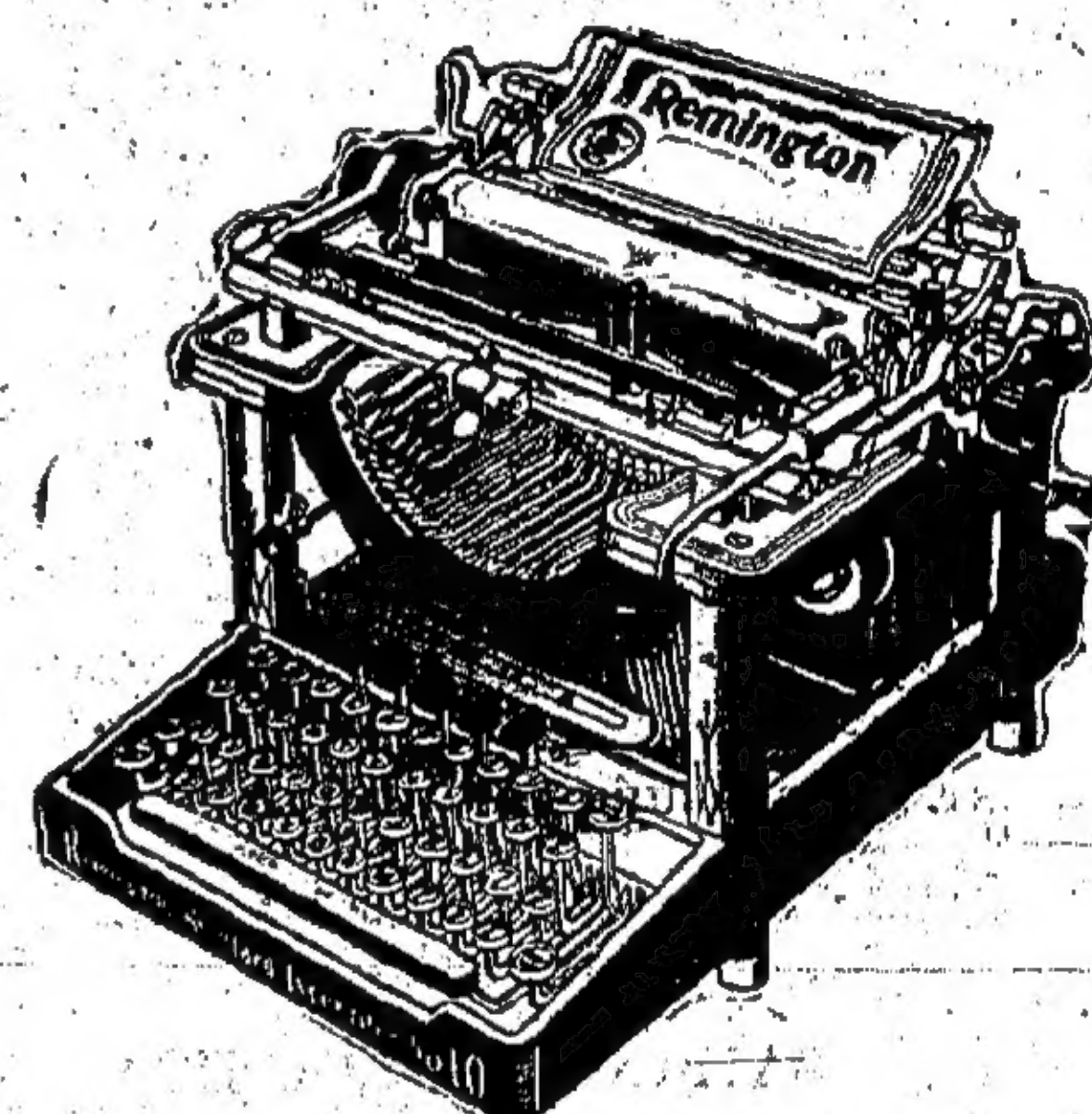
	July 25th.
ON LONDON.	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Documentary Bills, at 4 months' sight	1/9 1/2
ON PARIS.	
Bank Bills, on demand	224
Credits, at 4 months' sight	228
ON GENEVA.	
On demand	132
ON NEW YORK.	
Bank Bills, on demand	44 1/2
Credits, at 60 days' sight	44 1/2
ON HONGKONG.	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON CALCUTTA.	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON SHANGHAI.	
Bank, at sight	74
Private, 30 days' sight	74 1/2
ON YOKOHAMA.	
On demand—Pesce	87 1/2
ON MANILA.	
On demand—Pesce	75 1/2
ON SINGAPORE.	
On demand	106 1/2
ON BATAVIA.	
On demand	3 1/2, pm.
ON SAIGON.	
On demand	87 1/2
ON BANGKOK.	
On demand	\$11.20
SOVEREIGNS, Bank's Buying Rate	\$58.50
GOULD LEAF, 100 fine, per ton	\$25.50
SAB SILVER, per oz.	25 1/2

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces, \$7.10 discount
Chinese	10 " \$7.65 "
Hongkong	20 " \$7.00 "
Hongkong	10 " \$6.98 "

THE

"REMINGTON" TYPEWRITER



Is not the cheapest when purchased,
BUT IT IS THE CHEAPEST IN THE LONG RUN,
as is proved by the fact that the number of
Remingtons sold annually is vastly greater
than that of any other make.

It has always been and is to-day the recog-
nized leader among writing machines.

It does the best work and keeps doing it
for the longest time.

CAUTION.—Beware of skilfully renovated old Remingtons, some-
times put up in apparently original packing, which are on the
market just now. They are offered at low prices and apparently
new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA:

SIEMSEN & CO., Machinery Dept.

OPIUM.		HONGKONG TIDE TABLE.	
July 29th.		From July to 31st, 1910.	
Quotations are:—			
Malwa New	1,950/2,000 per picul.		
Malwa Old	\$2,010/2,050 "		
Malwa Older	\$2,050/2,100 "		
Malwa V. Old	\$2,110/2,115 "		
Persian fine quality	\$1,400/1,500 "		
Persian extra fine	\$2,100 "		
Persian New	\$1,855 per chest.		
Persian Old	\$1,780 "		
Bengal Old	\$1,750 "		
VESSELS IN DOCK.			
July 25th.			
KOWLOON DOCK.—Baohing, Gloria, Shunkoo, Paklat.			
TAIKOO DOCK.—Union Shakti, Nippon Maru.			